Philip A. Esocoff, FAIA

Philip Esocoff, founding principal of Esocoff & Associates, is nationally recognized for his planning and design of institutional, commercial, and residential projects. Having practiced in the nation's capital for over thirty years, he is skilled in leading projects though the city and federal review agency process in the District of Columbia as well as other jurisdictions. He has lectured frequently on the interrelationship between form and location, and his projects have received numerous design awards for their imaginative integration of new structures into significant contexts. A frequent jury member for AIA awards and a lecturer/critic at leading architecture schools, Mr. Esocoff has been inducted into the College of Fellows of the American Institute of Architects.

EDUCATION

University of Pennsylvania: Master of Architecture 1974; Bachelor of Arts 1971

Thouron British American Fellow, Architectural Association Graduate School, London, 1972

PROFESSIONAL REGISTRATION

Registered Architect in District of Columbia, State of Maryland, Commonwealths of Virginia & Pennsylvania

ACADEMIC & PROFESSIONAL ADVISOR EXPERIENCE

Charrette Team Advisor, American Architectural Foundation, Sustainable Cities Design Academy II, 2009

Presenter, Harvard University, Graduate School of Design, Professional Development Seminar: Campus Planning, Architecture, and Design Guidelines, 2001 & 2002

Lecturer, Context and Emotion in the Urban Landscape, in "Using Brick for Sustainable Architecture and Green Building Design," National Building Museum, December 10, 2007.

Lecturer, Morgan State University School of Architecture and Planning, "Local Cuisine: An Architect's Recipe for Creating Flavorful Architecture," 2008

Presenter and Workshop Leader, Stanford Learning Lab Design Charrette, Stanford University, 2000

Guest Design Critic and Lecturer, University of Virginia, University of Maryland, Howard University, Catholic University, Temple University, Drexel University, University of the District of Columbia, Drury College, Moore College of Art, University of Pennsylvania, 1974 thru present

SELECTED AWARDS

The Jefferson at Penn Quarter
2008 Award of Merit in Historic Resources, DC Chapter American Institute of Architects
2008 Catalyst Award, DC Chapter American Institute of Architects
2005 DC Mayor's Award for Historic Preservation
2003 Heritage Award, US General Services Administration

National Transportation Safety Board Training Academy, GWU Virginia Campus
2004 Merit Award, DC Chapter American Institute of Architects

Torgersen Hall, Virginia Tech
2003 Award of Merit, DC Chapter American Institute of Architects
2002 Award for Design Excellence, Architectural Precast Association
2003 Bronze Citation, American School & University Magazine

George Washington University, Graduate Research and Teaching Center, Virginia Campus
2007 Design Excellence Award, Loudoun County Design Cabinet

2401 Pennsylvania Avenue, NW, Washington, DC
1994 Award for Excellence in Architecture, DC Chapter American Institute of Architects

Historic Greyhound Bus Terminal and Office Building, 1100 New York Avenue, NW
1993 Award for Historic Preservation, DC Chapter American Institute of Architects
1991 Second Annual Preservation Award, DC Preservation League

The Torpedo Factory Building Number Three, Alexandria, Virginia
1984 Award for Excellence in Architecture, DC Chapter American Institute of Architects
1994 Excellence on the Waterfront, the Waterfront Center Annual Awards Program

PROJECTS

901 Monroe Street, NE
This 200,000 SF, mixed-use, Transit Oriented Development, is a Planned Unit Development proposed for the heart of the Brookland/CUA neighborhood directly opposite the historic Brooks Mansion and Metrorail station. Neighborhood-serving retail space will front Monroe Street with a 212-unit apartment building located above and behind it. Both uses will be served by a 150-space underground garage and enclosed loading facility.

1221 Half Street, SE, Square 700
Overlooking the new Washington Nationals baseball stadium, this 300,000 SF, 277-unit residential project is designed to achieve a LEED Gold certification employing green roof systems at its extensive rooftop recreation level and central garden courtyard. Energy-efficient, centralized mechanical systems are part of a design that also includes R-20 exterior walls and Energy Star-rated equipment. Designed to maximize stadium views, the project also contributes 25,000 SF of ground-floor retail to a larger mixed-use retail and commercial development. Clad in glazed ceramic tiles, its upper floors are intended to create an iconic and idiosyncratic signature within the urban landscape, and as seen from the stadium.

2300-2310 Connecticut Avenue, NW, Chinese Embassy Diplomatic Housing/Chancery
Occupying a site along Connecticut Avenue that borders Rock Creek Park and abuts the south end of the monumental Taft Bridge, this 195,000 SF project integrates existing historic façades into a nine-story, 160-unit complex that received unanimous approval from both the U.S. Commission of Fine Arts and the Foreign Missions Board of Zoning Adjustment. A unique layout of through-unit floor plans allows for ample natural light and cross-ventilation, and will afford residents views into a communal landscape courtyard as well as out to Connecticut Avenue and Rock Creek Park.

616 E Street, NW, Lafayette and Clara Barton Condominiums
Winner of a GSA development competition, this 585,000 SF mixed-use complex contains 428 residential units, 57,000 SF of retail, Woolly Mammoth Theater Company's 265-seat performance space, support facilities and school, and a 5,000 SF museum. All uses share an underground garage and enclosed loading facility. A central courtyard and rooftop garden provide over an acre of communal recreation area. Thirteen historic buildings were carefully knit into the fabric of the project.

201 & 225 Eye Street, NE, Senate Square
This 600,000 SF Planned Unit Development re-envisioned the entire square bounded by 2nd, 3rd, H and I Streets, NE, which place-marks the western end of the H Street redevelopment corridor. Two historic seminary buildings and two new 12-story towers share an underground parking and service area. An extensive green, rooftop garden includes a 25 meter lap pool. Direct access ground level dwelling units resonate with the nearby rhythm of townhouse entries.

400 Massachusetts Avenue, NW
This 329,000 SF, 13-story, 256-unit condominium includes, 21,000 SF of ground-floor retail and underground parking garage. The project received variances from the Board of Zoning Adjustment and was approved by the US Commission of Fine Arts. It features an extensive green, landscaped roof terrace and 20 meter lap pool.

401 - 425 Massachusetts Avenue, NW
These adjacent buildings include 559 dwelling units on 14 stories served by a common underground parking and glass-enclosed bicycle stable. A central courtyard garden and green rooftop terrace with swimming pool serve all residents. Direct-access live-work units are provided on the ground floor to promote a more engaging interface with the life of the street.

1010 Massachusetts Avenue, NW
This 206,000 SF, 14-story residential condominium tower includes 163 residential units, 8,700 SF of ground-floor retail space, and underground garage. The project entailed an alley closing and incorporation of the Office of Planning's latest streetscape standards. A green, rooftop garden terrace with swimming pool serves all residents.

910 M Street, NW, The Whitman
This 240,000 SF, 185-unit condominium project featured a 40' zoning setback above 65'. This requirement was driven by the height of a row of landmark townhouses across the street. The project received several Board of Zoning Adjustment Variances as well as Historic Preservation Review Board approval. All parking is below grade and a green landscaped roof terrace with swimming pool serves as an amenity to all residents. Two-story ground level dwelling units provide private gardens and direct street access for their owners.

1499 Massachusetts Avenue, NW, Post Massachusetts Avenue
This 380,000 SF, 15-story, 269-unit apartment building includes underground parking and a green, landscaped courtyard and roof terrace with swimming pool. The Board of Zoning Adjustment allowed the project several minor variances.

National Transportation Safety Board Research & Training Center, GWU Campus, University Center, Ashburn Virginia
The National Transportation Safety Board uses this 75,000 SF facility to promote transportation safety thru research and the teaching activities. A large laboratory wing 100' x 300' x 45' high, houses large artifacts and allows wreckage reconstructions for use in investigative, research and educational activities. Other functions include an archive for 'black boxes' recovered from crash sites, along with maintaining the technology to play-back machines that are no longer in production in order to re-analyze recordings.

Graduate Research & Teaching Center, GWU Campus, University Center, Ashburn, Virginia *
This 77,000 SF project is the signature building GWU's satellite campus, which provides teleconferencing facilities, multi-media classrooms, seminar rooms, library, administrative, and research facilities for graduate engineering, computer science, and Executive MBA programs.

National 4-H Council Campus Master Plan, Bethesda, Maryland
Master Plan for the 12.5 acre campus of the National 4-H Council including a facility analysis, planning and design services for expansion of the 800-person Youth Conference Center and institutional headquarters offices into a benchmark for environmental sustainability.

The George Washington University's Virginia Campus Master Plan, University Center, Ashburn Virginia*
This project required a comprehensive master plan and design guidelines for a 50-acre, 1.5 million SF graduate research campus with a high technology orientation, located along Route 7 in Loudoun County.

Virginia Tech Master Plan & Design Guidelines, Blacksburg, Virginia
This project is a master plan and set of architectural guidelines for a ten-year plan to accommodate over 1,000,000 SF of additional space within this 1,200-acre campus.

Greenbelt Community Center*, Greenbelt Maryland
This project required programming, architecture and interior design for the restoration and adaptive reuse of the, 57,504 SF Art Deco Greenbelt Center School, constructed in 1935, at the historic core of the City of Greenbelt. The facility was re-programmed and now serves as a mixed-use multi-generational community center. The project required historic preservation approval from the State of Maryland.

**These projects are those for which Mr. Esocoff had primary design authorship and oversight responsibility at his former firm Florance Eichbaum Esocoff King (FEEK), which was earlier known as Keyes Condon Florance.*

JAMI L. MILANOVICH, P.E.
PRINCIPAL ASSOCIATE

PROFILE:

Ms. Milanovich has 16 years of experience in a wide range of traffic and transportation projects including: traffic impact studies, corridor studies, parking analyses, traffic signal design, intersection improvement design, and signing and pavement marking design. She has worked for both public and private sector clients.

EXPERIENCE:

Traffic Impact Studies. Conducted numerous traffic impact studies in support of rezoning, planned unit development, special exception, and site plan approvals for large and small residential, commercial, office, retail, and institutional developments in the mid-Atlantic region. Her work includes experience in Pennsylvania, Virginia, Maryland, and Washington, D.C. Specific Washington, D.C. projects include the following:

- Transportation Impact Study for the George Washington University Campus Plan: 2005-2026
- George Washington University Mount Vernon Campus Plan Transportation Impact Study
- Transportation Impact Study for Square 54
- Transportation Impact Study for the School without Walls
- 2013 H Street Transportation Impact Study (HSC Foundation)
- Connecticut Avenue Walgreens Transportation Impact Study
- Catholic University of America South Campus Redevelopment Transportation Impact Study
- Transportation Impact Study for Arbor Place
- Traffic Impact Study for the Fort Lincoln New Town Townhomes
- Transportation Impact Study for the Village at Washington Gateway
- Transportation Impact Study for the Shops at Dakota Crossing
- City Homes at Fort Lincoln Transportation Impact Study
- Transportation Impact Study for Art Place + Shops at Fort Totten
- Rosemount Center Traffic and Parking Study
- Sidwell Friends School Transportation Study
- Traffic and Parking Study for the Broad Branch Market and Child Development Center
- Fannie Mae Headquarters Transportation Impact Study
- Friends of Saint Patrick's Transportation Impact Study
- Transportation Impact Study for Square 776
- 2201 M Street, NW Transportation Impact Study

Corridor Studies. Conducted several corridor studies, which have evaluated the effects of various geometric and traffic signal system improvements on specific corridors. She has utilized Synchro and SimTraffic software to both analyze the potential improvements and make presentations for agencies and the general public.

Traffic Signal Design. Prepared numerous traffic signal designs for new installations and modifications to existing installations, including the development of coordination timings for interconnected intersections. Her work has included preparation of signal permit drawings for state agencies and construction drawings for contractors.

Intersection Improvements. Prepared many intersection improvement plans throughout Pennsylvania, often in conjunction with traffic signal designs. Design of intersection improvements typically consists of roadway widening, drainage improvements, utility coordination, maintenance and protection of traffic considerations, and signing and pavement marking plans.

Traffic Calming Studies. Investigated traffic calming measures to reduce travel speeds and "through" traffic on residential streets. Alternatives included chicanes, chokers, diverters, speed tables, and one-way street options.

Interchange Justification Studies. Prepared Point of Access Study for the completion of the partial diamond interchange for submission to the Pennsylvania Department of Transportation and the Federal Highway Administration. Study included an origin-destination study and capacity/level of service analyses at eight intersections and an inventory of existing and approved developments within the study area. Data analyses were conducted for scenarios with and without the proposed interchange.

Origin-Destination Studies. Conducted several origin-destination studies as part of larger projects to determine travel patterns through specific areas. Methods used included license plate matching, post-card surveys, personal interviews, and car-following.

Speed Limit Studies. Conducted speed limit for two-lane, rural roadways in Pennsylvania. Methodology utilized was safe running speed method in accordance with ITE guidelines.

WELLS + ASSOCIATES